

Concept HAD Culdesac

**To the Tooele County Commission Members:**

I am writing this to express concerns that our community has with the proposed connection of Schooner Lane to Delgada Lane, as part of phase three in the proposed plat of Northport Village Subdivision. Here is a brief history from a resident perspective.

Northport Village was originally brought to the planning and zoning commission on Jan 2, 2013. In that meeting, "Kent reminded the planning commission that the 64 lot subdivision proposal was approved back in 2008 and unless there is a safety issue and not a lot size issue then the plan should be approved". The approved plan in 2008, which I have, shows a culdesac.

(PICTURE) Safety concerns were brought up at that meeting, and ignored.

I was an adjoining property owner at that time, and received a notice and a concept plan in the mail which showed NO CONNECTION. When The concept plan that was presented by Kent Page at the January 2 meeting, was completely different than the mailed plan, and NOW showed a connection. The planning commission went ahead and approved phase one with directions to the developer to contact UDOT regarding a second access. This in effect, through a loophole used by the planner, took away our rights to public hearings on this matter, because, After the initial phase is approved, subsequent phases don't require public hearings. So the actual connection never had public notification or a public hearing, yet got this far based on false information to the planning commission, therefore eliminating our right to a public hearing when phase 3 was presented.

With that history of how all this started, I'll list some of our concerns as residents.

The planning commission is requiring a second access, because pequeno is too small for more than 40 homes. The proposed "Access" is an access IN to the subdivision, not OUT, which will put even more pressure on Pequeno Road(AS STATED BY UDOT). Also, there will be added pressure at the intersection of pequeno road/brigham road, and sr138 because of the 500 plus homes that are approved north of 138.

This connection would change the whole dynamic and traffic flow of Three neighborhoods, and the northwest section of stansbury park, with No proper public hearings.

- This would change the master plan of a community without going through proper channels with public input.
- This would change the USE of a road without going through proper channels and allowing public input or a traffic study. We have continually asked for a traffic study, which by the way, A traffic study was done in 2008 on parcel 9 but did not include parcel 8b because IT WAS NOT NECESSARY BECAUSE THE MASTER PLAN DID NOT SHOW DELGADA LANE CONNECTING TO SCHOONER. (from the staff report may 1, 2013)
- The use of Delgada Lane, Schooner Lane, and Bayshore Drive would change from being a light residential road, to being a collector road(the Planning commissions own words) , which it is not designed to be. It is narrow, and has driveways coming from both sides of the streets, unlike

Village Blvd, Stansbury Parkway, Lakeview Drive, and Country Club Drive. Those streets mentioned, are designed to carry traffic loads by being wider, having turning lanes, and eliminating of driveways from those roads. To change the USE of a road requires a traffic study, and special notice is required by State Law. Chapter 27a of title 17 of the Utah Code Annotated, section 3-5 (notes street change law)

- tooele county code 13-7-4 Also states, No residential dwelling lots shall directly access arterial or major collector roads.
- UDOT's also has concerns for the connection, and in the May 1, 2013 staff report. "Concern exists about the short stacking distance on Pequeno Road with the additional traffic with northport village p.u.d. and with the additional traffic after delgada lane is connected to schooner lane."
- Udot doesn't want a second connection off of Delgada because the close proximity of Delgada to the Highway creates a stacking problem. The same stacking problem that will be created at Pequeno Road, with the increased traffic, if the roads are connected.
- The Tooele County Sheriff issued its safety concern with Bayshore being unable to handle the traffic load associated with this move.. The developer's rebuttal was that, "THERE WILL NOT BE ADDITIONAL TRAFFIC BASED ON OUR TRAFFIC MODEL." This is an outright lie, which the planning commission has accepted as truth.
- The Tooele County Sheriff also listed concerns of: 1. Vehicles parked in the road and shrubbery associated with this type of a residential street make negotiating the road safely a concern now. 2. The ADDED TRAFFIC FLOW, and the associated INCREASE IN SPEED would make such a move VERY HAZARDOUS to the residents of the area. 3. We feel forcing the INCREASED TRAFFIC associated with such a move onto Bayshore Drive would CERTAINLY be a safety concern for ALL RESIDENTS OF THE PARK.
- The new bike trail system is also going down delgada lane to a tunnel to the park on the north side of 138, So we will have increased pedestrian traffic too.
- We had a petition, which is on file, with 140+ names showing that there is concern within our community. The planning commission decided to go ahead with phase 1 at the time and wait on the other phases until the road issue could be resolved. Now, as I mentioned, the planning commission is not allowing public input on phase 3. Phase 3 should have a public hearing since it is the most crucial, as it contains the connection.
  
- I have met with most everyone involved with this problem, individually, and I've only been given two reasons for the connection. Rod Thompson with Tooele County Roads, who told me that he only looks at it from a maintenance standpoint, and it is easier for him to plow a through street, and doesn't want to plow another culdesac in stansbury. The other is the tooele county code, and fire code that requires a second access when a subdivision reaches more than 40 homes. The Planner has listed only 3 solutions, but I believe there are many, and I have tried many different situations, but I think there is one that will not only <sup>meet</sup> conform to all Tooele County codes, and ordinances, and provide for the highest amount of resident safety, given the increase in traffic, but will also allow the developer to develop their property. I think Everybody could be happy. My Idea is to put in an emergency vehicle turn around at the end of phase two, and make phase 3 accessible from the schooner lane side, and put in a parallel turn around

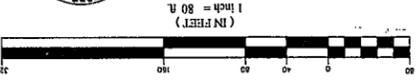
on phase three(hopefully this is a better scenario for Schooner/bayshore than traffic of a through street). This would keep the number of lots on both sides under 40, thus no second access will be needed from either side. That isn't ideal for Oakwood during construction, but we could give them(and their contractors) a right of way between the two turn arounds while they are building, and take the right of way out as construction on phase 3 ends. Oakwood may lose an extra lot or two, but I don't believe the number of lots have ever been set in stone or guaranteed. I think this would be the best for the most, given the situation. The boat ramp park should provide an intermediary emergency turn around on the delgada end which is longest. Maybe give phase 3 shcooner addresses to avoid confusion by emergency personnel. thanks

Thanks, Shane Maycock  
195 E. Delgada Lane  
Stansbury Park, Ut 84074  
435-830-0338

# Northport Village P.U.D. Concept Plan

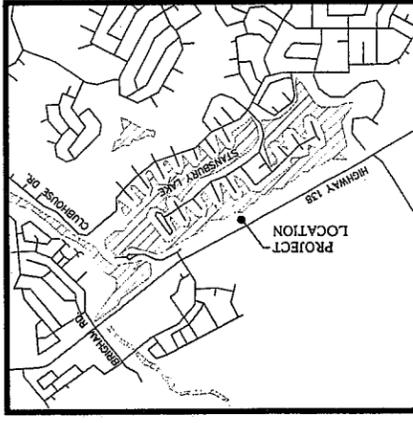
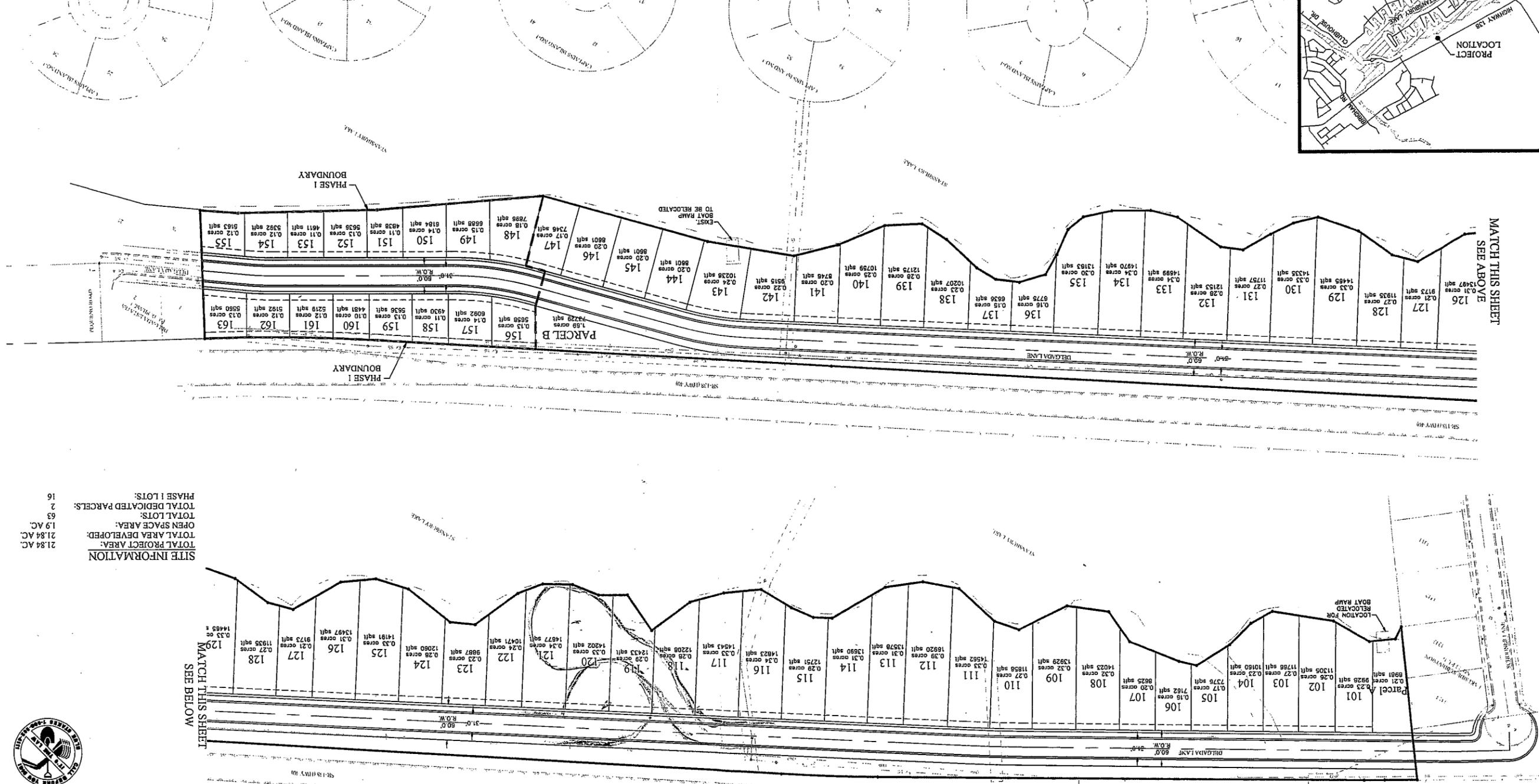
## Tooele County

### Section 16, Township 2 South, Range 4 West, Salt Lake Base and Meridian



**FOCUS**  
ENGINEERING AND SURVEYING, LLC  
201 WEST COTTAGE AVENUE  
SANDY, UTAH 84070 TEL: (801) 352-0075  
WWW.FOCUSURV.COM

**SITE INFORMATION**  
TOTAL PROJECT AREA: 21.84 AC.  
TOTAL AREA DEVELOPED: 21.84 AC.  
OPEN SPACE AREA: 1.9 AC.  
TOTAL LOTS: 63  
TOTAL DEDICATED PARCELS: 2  
PHASE I LOTS: 16



**PLANNING COMMISSION**  
DAY OF \_\_\_\_\_  
A.D. 20\_\_\_\_ BY THE TOOELE COUNTY  
PLANNING COMMISSION  
CHAIRMAN, TOOELE COUNTY PLANNING COMMISSION

**Concept Plan**  
Scale: 1"=80'  
Date: 12/13/14  
Job #: 12-134  
Sheet: C1

REVISION BLOCK	DATE	DESCRIPTION
1		
2		
3		
4		
5		

**Northport Village P.U.D.**

**Tooele County  
Concept Plan**